

KALIHI VALLEY MASTER PLANNING PRINCIPLES FOR THE TWENTY-FIRST CENTURY

I. BOUNDARIES OF KALIHI VALLEY

This master plan addresses the region within the City and County of Honolulu commonly referred to as Kalihi Valley, which includes the valley area mauka (NE) of School Street between the ewa (NW) mountain ridge that parallels Likelike Highway/Kamehameha IV Road and the diamond head (SE) mountain ridge that parallels Makuahine/Kalihi/Nihi Streets. Kalihi Valley continues between these two mountain ridge lines up to the Koolau mountain range and Wilson Tunnel. Kalihi Valley includes Kalihi Stream, up to School Street, and Kamanaiki Stream. Kalihi Valley includes the communities of Valley View, Kula Kolea, Wilson Tract, Kamanaiki Valley, and Kalihi Valley Homes.

II. SINGLE FAMILY RESIDENTIAL CHARACTER OF KALIHI VALLEY

The predominant characteristic of Kalihi Valley is single family residential homes. This Master Plan reaffirms our community's desire to maintain and grow as a single family residential community. Although some multifamily land uses have been established within Kalihi Valley, any increase or expansion of multifamily dwellings must be based upon rational, compatible and environmentally sound planning principles. This Master Plan also incorporates the document approved as the KALIHI VALLEY LAND USE GUIDELINES.

III. NON-RESIDENTIAL LAND USES WITHIN KALIHI VALLEY

Established non-residential land uses should not be expanded or increased. Any additional non-residential land uses should be allowed only where direct neighborhood or community services are being provided and changes are based upon rational, compatible and environmentally sound principles. Industrial, Resort, Commercial, and Apartment zonings are undesirable. Due to the large concentration of care homes, halfway houses, institutions, churches, group living facilities and other social projects that reside in or near Kalihi Valley, we will require an overwhelming justification for approving these types of projects. Such non-residential land uses must locate within improved infrastructure regions and change the character of the surrounding neighborhood. Non-residential land uses must serve the needs or welfare of our community while not becoming an undue burden on neighborhood residents. All such land uses must meet or exceed regular County off-street parking requirements, and must not increase demand for limited on-street parking.

IV. TRANSPORTATION WITHIN AND THROUGH KALIHI VALLEY

Roads, streets and highways within Kalihi Valley shall be upgraded and maintained on an equal basis with other thoroughways within the urban center. Expenditure of public funds for the improvement of all thoroughways used extensively by the general public should be allowed and encouraged. One-way traffic patterns are encouraged where older neighborhoods have narrow right-of-ways.

Likelike Highway must be upgraded to meet the needs of Kalihi Valley residents that have been divided and bypassed by this highway. Fair access, signal timing, and increased bus bay stops should be added to service Kalihi residents. Contraflow of other highways where once opposed have sometimes proven successful. Contraflow of Likelike Highway should be comprehensively reviewed and clearly shown not to cause increased traffic problems and congestion for Kalihi residents before proposals for contraflow be offered. Any proposal for contraflow for Likelike Highway will require substantial review and support before possible implementation. Increasing trans-Koolau commuters must not be allowed to damage traffic flows within and out of Kalihi Valley.

Public bus service is inadequate within Kalihi Valley, and nonexistent for the communities of Valley View, Kula Kolea, Wilson Tract, and Kamaikai Valley. Our residents are some of the highest per capita users of public transportation, yet Kalihi Valley is under served. We support the use of shuttle buses, mini buses, jitneys, increased scheduling, and the installation of bus pull-outs and shelters to help solve our community's transportation needs.

Upper Kalihi Street does not have any alternative or emergency route to move from residences above Numana Road. This situation increases health and safety concerns of those properties while keeping increased traffic along Kalihi Street where many pedestrians are forced to walk in the street because of lack of sidewalks and increased on-street parking. Currently residential land owners are prevented from legitimate residential land usage of property as a result of the current substandard Kalihi Street. Based upon these real concerns, we support the addition of an exit/entrance to Likelike Highway connecting with the uppermost part of Kalihi Street. In the interim we support the creation of an emergency alternate route out of upper Kalihi Street in case Kalihi Street above Numana Road should ever be closed off. We encourage City planners to establish a mechanism to allow Board of Water Supply to open their gated watershed road to allow vehicles to get to Likelike Highway should upper Kalihi Street ever become blocked or unavailable.

V. PARKING WITHIN KALIHI VALLEY

Kalihi Valley has inadequate vehicle parking spaces. This parking crisis creates a dangerous atmosphere for moving vehicles and pedestrians, and reduces the quality of life our residents are entitled to. Insufficient off-street parking requirements on new and expanded residences are

adding to our neighborhood parking problem which includes severe challenges to health and safety. The owners of vehicles should provide off-street parking for their vehicles. Streets should primarily service the movement of people and vehicles. Street parking, where available, is a privilege, not a right. Appropriate zoning should assure development of increased off-street parking prior to approvals of building plans. Such zoning changes should include a provision requiring residential property owners who rent or share usage to provide additional off-street parking above and beyond strictly single family zoning requirements. We support the use of tickets and towing to reduce dangerous illegal parking that infringes on the rights of others. We support incentives to use mass transit, vanpooling, and in general reduction of the increase of automobiles and increasing the number of passengers in private vehicles.

VI. PUBLIC INFRASTRUCTURE WITHIN KALIHI VALLEY

Much of Kalihi Valley suffers from inadequate public infrastructure including: narrow roads, lack of sidewalks, inadequate storm drainage, insufficient fire hydrants, over loaded sewer lines, and low water pressure. We place a high priority on infrastructure improvements that address the health and safety of residents. Emergency vehicle access and safe pedestrian walkways are critical within our high density neighborhoods. Improving our main driving and walking routes, especially school walking routes, must be provided for. The many designated "private streets" within Kalihi Valley must be correctly identified by their public use and purpose. Such abandoned streets that service a significant number of the general public should be categorized as "public streets" and maintained in the public interest of public health and safety with public funds and resources.

Undergrounding of all overhead utility lines within Kalihi Valley is essential to the assurance of health, safety, quality of life, reliability and reduction of maintenance and destruction during natural disasters. We support an initial ten-year plan that will require all major capital projects to include undergrounding of overhead utilities in the affected area of the project. We support an overall 25 year plan to promote the complete coverage of undergrounding in Kalihi Valley using the "No Pole Policy" as a guideline to achieve our long-term goal. We understand the Public Utilities Commission should develop specific rules addressing the community mandating of universal undergrounding for all utility maintenance and development projects coming before them.

VII PARKS, RECREATION, AND OPEN SPACE WITHIN KALIHI VALLEY

Kalihi Valley has a low ratio of park space per resident when compared with other communities. Our three improved parks; Kalihi Valley District Park, DeCorte Park, and Kalihi Uka Playground are small or share space with other agencies. These existing parks must not be encroached on, or limited by additional non-recreation uses. These, as with all parks in Kalihi Valley, should routinely be evaluated to develop programs specifically fitting needs of Kalihi Valley residents. Where possible parks should be enlarged or have competing non-resident uses moved elsewhere. Specific park programs should include swimming, tennis, gym, ball fields, skating and playgrounds at a minimum. A high priority shall be placed on full completion of the Kupehau Slopes Park into a mini- park with additional entrances at Emmeline and/or Numana

Road to allow wider community-based usage. Partial completion of this park has actually promoted deterioration and increased illegal activities for the neighboring community, while deterring legitimate park usage by our residents.

A high priority shall be placed on converting the unimproved 99-acre Kalihi Valley Nature Preserve located at the end of Kalihi Street into a flora and fauna preserve for the benefit of Hawaii's residents. As the owner of this park land, the State of Hawaii Department of Land and Natural Resources must be challenged to progress the planning and design of this parkland in cooperation with community plans. This Nature Preserve must enrich our knowledge of Hawaii's past. Endangered species shall be protected and propagated in a non-tourist setting, with a minimum of improved development. Cultural and spiritual values of early Hawaii may be a part of this Preserve, however, nothing shall detract from the Preserve's primary purpose as a refuge and relief destination for all of Hawaii's residents.

Current development within Kalihi Valley shall not extend beyond what the present County General Plan allows. On the ewa side of Likelike Highway, Kalihi Elementary School shall become the urban boundary, with no new development occurring mauka of this school site. This prime watershed encircles the end of Kalihi Street at the bridge and connects to the 99-acre Nature Preserve. This open space ties into the diamond head side ridges and hillsides of Kalihi Valley that shall also remain Conservation and Preservation. No expansion, extension, or additions of the urban boundary into this open space watershed is acceptable. Existing uses such as the State Department of Transportation testing lab may remain, but no expansion or enlargement of existing uses inside this Conservation watershed will be accepted.

VIII. STREAMS WITHIN KALIHI VALLEY

Kalihi and Kamaikai Streams need a designation change from "private" to "public" right-of-ways. Federal, State and City funds should be available to clean, repair, or upgrade these two important streambeds. Littering and illegal dumping are a serious problem that requires ongoing educational efforts as well as enforcement of penalties. Community partnerships for stream cleanups should be encouraged. Regular water quality monitoring by the State should be performed to ensure proper care and resources are devoted to these streams and all other water resources of Kalihi Valley. We support the inclusion of the Kalihi and Kamaikai Streams into the special design district proposal identified in our last section.

IX. ENERGY AND ENVIRONMENTAL RESOURCES OF KALIHI VALLEY

Our environment is our most precious resource. The aina must be preserved and protected for future generations. What we leave the keiki will say more about us than any words or document could express. We encourage the establishment of ongoing recycling programs located at all schools, for participation by the entire community. We support the labeling and maintaining of storm drains to reduce harmful runoff. A community education effort to control the introduction of foreign plants and insects should be established. An eradication program to eliminate harmful plants and pests needs to be developed. We support a pricing or tax strategy that includes the

costs of pollution and resource depletion in the products we use, making business and consumers more aware of the environment while raising funds that can only be put back into protecting and preserving our aina.

We support the investigation and improvement of wind, solar, hydroelectric and other energy resource technology to harness renewable energy resources.

X. BEAUTIFICATION AND QUALITY OF LIFE OF KALIHI VALLEY

In order to define the entrance to Kalihi Valley, we need a well landscaped gateway with a welcome sign. We support the planting of city approved trees within sidewalk planter strips, the clearing and cleaning of frontage lots, and the landscaping of remnant land pieces owned by public entities. Private land owners are encouraged to landscape yards, preserve mature trees, and avoid excessive cement coverage of lots. Planting trees on small open spaces such as at Likelike and Nalanieha, and at Kalihi and Monte are needed. Trees along Likelike need to be maintained and trimmed for safety, but are desirable, and should be added whenever possible. Environmental regulations should be established to lessen the impact of large residential structures, reduce the lot coverage maximum, require tree planting or replacement, and maintain some open earth areas.

We support the development of effective law enforcement to help our community increase our quality of life and assurances of a safe and healthy way of life. In particular, we support the enforcement and expansion of laws and programs to eliminate noise, roosters/chickens, gaming, gang violence, and illegal drug distribution. We support “Weed and Seed” and any other program that promotes and assures reasonable enjoyment of our homes and our beautiful valley.

XI. KALIHI VALLEY AS A SPECIAL IMPROVEMENT DISTRICT

Importantly, Kalihi Valley being a historically older community with the least of critical upgrades for roadways, sidewalks, and modern quality infrastructure needs a unique program to bring together the needs and resources to resolve generations old problems of an older but ever-changing community. For all the reasons identified through the above sections of this master plan, we support the designation of the entire Neighborhood Board #16 as an official Improvement District to allow the coordination, planning and utilization of government resources to help us bring our community to same reasonable standards deserving of all Hawaii residents.

Our commitment to a community-wide improvement district will also help us promote a community identity and purposeful belonging to help bring a better quality of life for all.